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Summary of Investigation to Find Remains

San Dewayne Francisco

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MUM

U N C L A S S I F I E D

APPROXIMATELY ONE METER FROM WHERE HE BELIEVES THE COCKPIT AREA MAY HAVE BEEN. HE LEFT THE WATCH AT THE SITE. HE HAS NEVER SEEN ANY REMAINS AT THE SITE AND HAS NEVER HEARD OF ANY REMAINS AT THE SITE. HE DID NOT KNOW THE DISPOSITION OF THE PILOTS.

(C) MR. NHOT KNEW OF ONLY ONE OTHER CRASH SITE AND HAD ALREADY LED A JOINT TEAM TO THIS SITE DURING THE 7TH JFA (REF B).

(D) MR. NHOT DID NOT KNOW OF ANY INCIDENTS INVOLVING UNACCOUNTED-FOR AMERICANS, PRISONER-OF-WAR CAMPS, OTHER AIRCRAFT CRASH SITES, AMERICAN GRAVESITES, OR AMERICANS WHO REMAINED IN VIETNAM AFTER 1975.

F. FOLLOWING THE INTERVIEW IE1 SPLIT INTO TWO SUB-ELEMENTS. SUB-ELEMENT ONE CONDUCTED A SURFACE AREA SEARCH OF THE CRASH SITE, FINDING SMALL PIECES OF UNIDENTIFIABLE AIRCRAFT WRECKAGE.

G. SUB-ELEMENT TWO HIKE SOUTH FROM THE LANDING ZONE FOR APPROXIMATELY 600 METERS TO THE INTERSECTION OF A TRAIL AND OLD ROUTE 20 AT GRID COORDINATES 48Q XE 277 173. (NOTE: SUB-ELEMENT TWO LATER CONFIRMED THIS LOCATION WITH A GLOBAL POSITIONING RECEIVER, TRACKING SEVEN SATELLITES.) LOCAL OFFICIALS INFORMED SUB-ELEMENT TWO THIS WAS THE WARTIME LOCATION OF KILOMETER MARKER 54. THIS LOCATION IS NOW CONSIDERED KILOMETER 51. THE LOCAL OFFICIALS STATED THERE WERE NO ACTUAL MARKERS TO DESIGNATE KILOMETERS, MERELY EXPLAINING THE AREA WAS KNOWN BY THIS NAME. SUB-ELEMENT TWO THEN WALKED WEST, ACROSS AN APPROXIMATE 25-METER WIDE STREAM, ALONG OLD HIGHWAY 20, FOR APPROXIMATELY 500 METERS. AS ONLY ONE GLOBAL POSITIONING SYSTEM (GPS) WAS AVAILABLE FOR THE TEAM, SUB-ELEMENT TWO USED TERRAIN ASSOCIATION AND RESECTION METHODS TO DETERMINE THIS LOCATION AS VICINITY OF GRID COORDINATES 48Q XE 277 173.

RDINATES 48Q XE 2785 1570. ELEMENT TWO CONDUCTED A SURFACE AREA SEARCH 10-15 METERS FROM THE RIGHT SIDE OF THE ROAD FOR APPROXIMATELY 50 METERS, PHOTOGRAPHING THE AREA BUT FINDING NO EVIDENCE OF A BURIAL. SUB-ELEMENT TWO THEN CONTINUED APPROXIMATELY ANOTHER 250 METERS ALONG OLD HIGHWAY 20 TO VICINITY OF GRID COORDINATES 48Q XE 2780 1555. ELEMENT TWO AGAIN SURFACE SEARCHED AN AREA 10-15 METERS FROM THE RIGHT SIDE OF THE ROAD FOR APPROXIMATELY 50 METERS. SUB-ELEMENT TWO FOUND ONE CRATER APPROXIMATELY TEN METERS IN DIAMETER AND ONE-HALF METER DEEP. SUB-ELEMENT TWO PHOTOGRAPHED THIS AREA. A SIMILAR SIZED CRATER WAS ON THE OPPOSITE SIDE OF THE ROAD, DOWN-SLOPE APPROXIMATELY FIVE METERS. SUB-ELEMENT TWO CONTINUED ALONG THE ROAD TO VICINITY OF GRID COORDINATES 48Q XE 278 154. SUB-ELEMENT TWO AGAIN SEARCHED 10-15 METERS FROM THE RIGHT SIDE OF THE ROAD FOR APPROXIMATELY 50 METERS, PHOTOGRAPHING THE AREA BUT FINDING NO EVIDENCE OF A BURIAL SITE.

4. MATERIAL EVIDENCE.

A. MATERIAL EVIDENCE RETAINED BY JTF-FA: NONE.

B. MATERIAL EVIDENCE PHOTOGRAPHED AND LEFT IN PLACE: NONE.

C. REMAINS: NONE.

5. SITE SURVEY RESULTS. ON 19 SEPTEMBER 2000, IE1 SURVEYED ONE CRASH SITE POSSIBLY ASSOCIATED WITH CASE 1329.

A. AREA DATA:

(1) PROVINCE: QUANG BINH.

(2) DISTRICT: BO TRACH.

(3) VILLAGE/TOWN/CITY: RAO BUT HAMLET, THUONG TRACH VILLAGE.

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MAPPING DATUM.

B. MAP DATA:

- (4) MAP EDITION: 5-USARPAC, 1971.

QUANG BINH PROVINCE, FOLLOWED BY A 30-MINUTE WALK TO THE CRASH SITE.

D. SITE DESCRIPTION:

- (C) SITE SENSITIVITY: NONE.

STREAM RUNS THROUGH THE SITE FROM THE EAST SIDE TO THE SOUTH SIDE.

E. LANDING ZONE (LZ) RECOMMENDATION: 48Q XE 275 178.

F. BASE CAMP RECOMMENDATION: 480 XE 269 180.

G. REMAINS FOUND AT SITE: NONE.

H. ESTIMATED EXCAVATION REQUIREMENTS:

- (3) SPECIAL EQUIPMENT: WATER PUMPS AND SANDBAGS. A RECOVERY TEAM

RE-ROUTE THE STREAM.

I. WATER SOURCE:

RUNS THROUGH THE SITE.

(2) WET SCREENING SUPPORTABLE: YES.

J. TERRAIN AND WEATHER CONSIDERATIONS:

SEASON.

(2) SLOPE: 10 PERCENT.

BAMBOO.

(4) SOIL: SANDY CLAY.

K. SAFETY:

MUNITIONS.

EQUIPMENT AND PERSONNEL FROM THE LZ TO THE CRASH SITE.

(3) WILDLIFE: BEES AND LEECHES.

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U N C L A S S I F I E D

6. PERTINENT LOCATION OR DATA CHANGES. NONE.

7. ANALYST COMMENTS.

A. WITNESS STATEMENT: CREDIBLE AND RELIABLE. ALTHOUGH MR. NHOT WAS UNABLE TO PROVIDE ANY SOLID DATES, HE DID NOT HESITATE TO POINT OUT AREAS AT THE SITE WHERE HE HAD SEEN PARACHUTE MATERIAL AND A WATCH. HE ALSO VERY OBVIOUSLY RECOGNIZED AN ARCHIVED PHOTOGRAPH OF THE CRASH SITE (REF C) THAT HAD BEEN PHOTOCOPIED AT THE CENTRAL ARMY MUSEUM, HANOI.

B. CORRELATION: THE CRASH SITE CORRELATES WITH CASE 1329 BASED ON LOCATION. THE TWO CRATERS FOUND IN THE VICINITY OF 48Q XE 278 155 CORRELATE TO THE ROCKET STRIKES THAT REPORTEDLY (REF D) KILLED ONE OF THE PILOTS. THERE WERE NO MOUNDS AT THE LOCATION, ONLY CRATERS.

C. LIFE SUPPORT TECHNICIAN COMMENTS: AT THE CRASH SITE THERE WERE NUMEROUS SMALL PIECES OF UNIDENTIFIABLE AIRCRAFT WRECKAGE. IE1 FOUND NO LIFE SUPPORT OR PERSONAL EFFECTS. THE WRECKAGE CANNOT BE CORRELATED TO ANY TYPE OF AIRCRAFT OR CASE.

D. EXPLOSIVE ORDNANCE DISPOSAL SPECIALIST COMMENTS: IE1 DISCOVERED ONE NON-EXPLOSIVE PIECE OF AN AIM-9 MISSILE WARHEAD. IE1 FOUND NO ORDNANCE TO INDICATE THE AIRCRAFT WAS CARRYING ANY SUU-30 DISPENSERS OR BLU-26 SUB-MUNITIONS, AS PREVIOUSLY REPORTED.

8. TEAM LEADER COMMENTS.

A. THIS CASE SHOULD BE INVESTIGATED ON TWO SEPARATE DAYS. ONE DAY TO INVESTIGATE THE BURIAL ASSOCIATED WITH THE CRASH SITE. A SECOND DAY INVESTIGATE THE BURIAL ASSOCIATED WITH THE KILOMETER MARKER..

B. HOST GOVERNMENT COOPERATION/SUPPORT: DURING THIS INVESTIGATION, THE U.S. CONTINGENT RECEIVED GOOD SUPPORT FROM ALL LEVELS OF THE VIETNAMESE GOVERNMENT.

9. RECOMMENDATION. CONTINUE TO INVESTIGATE.

10. DETACHMENT COMMANDER'S COMMENTS. NONE.//

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